

CONFIDENTIAL

file RD-195  
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## MEMORANDUM TO THE FILE

FROM: [redacted]

SUBJECT: Visit to [redacted] to Inspect the Mechanical Transmitter  
Interlock Safety Switches - Project E-5106

ORIGINAL CL BY 235979  
 DECL  REVW ON 20/10  
 EXT BY ND 6 YRS BY SAME  
 REASON 3d(3)

1. On 10 and 11 September, the project engineer visited the [redacted] to make a final inspection of the first 50 (25 each 231-D and 25 each 16-F) mechanical interlock safety switch modification kits prior to their shipment to [redacted]. The inspection of 10 September entailed the random selection of shipping cartons and checking the contents as to the correct number of parts and proper workmanship. The inspection revealed that the micro switches on the back side of the safety switches were not always being properly actuated by the plunger due to mis-alignment. The [redacted] engineer was instructed to have the plungers and switches re-aligned and a final inspection was re-scheduled for the next morning, 11 September.

2. The rest of the inspection on 10 September revealed that, with one exception, the kits were ready for shipment. This one exception was the timing motor assemblies which were not yet in the boxes due to their late arrival at the [redacted] plant.

3. The project engineer returned to the [redacted] on 11 September to make the final inspection of the shipping boxes. Another investigation of the micro switches revealed that there was still some doubt as to whether certain of the plungers would actuate the switches in the present alignment. The project engineer and [redacted] engineer agreed that the alignment was still not satisfactory and a method of alignment was decided upon to insure fault-free operation. The [redacted] stated that he would personally see that the adjustments were properly made. Another inspection of a sampling of these first 50 units will be made at the T&I Shop upon shipment arrival. The rest of the inspection showed that all other parts of the assembly were properly packed.

4. The [redacted] will ship the 50 units described above on 12 September, and will follow with the final shipment of 138 units (99 each 231-D and 39 each 16-F) on or about 26 September 1958.

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